

CITY OF ALAMEDA PLANNING BOARD
DRAFT RESOLUTION

RECOMMENDING THAT THE CITY COUNCIL APPROVE A GENERAL PLAN AMENDMENT TO MODIFY GENERAL PLAN TABLE 2-7 TO PROVIDE ADDITIONAL OPPORTUNITIES TO INCREASE EMPLOYMENT AT ALAMEDA POINT CONSISTENT WITH THE 1996 COMMUNITY REUSE PLAN AND TO MODIFY THE TRANSPORTATION ELEMENT STREET NETWORK TO SUPPORT A TRANSIT ORIENTED MIXED USE DEVELOPMENT AT ALAMEDA POINT

WHEREAS, in 1993 Naval Air Station Alameda (NAS Alameda) was decommissioned by the United States Navy and was closed in 1997, resulting in the loss of approximately 18,000 jobs in Alameda; and

WHEREAS, in 1996 the Alameda Reuse and Redevelopment Authority, which included the City of Alameda, approved the NAS Alameda Community Reuse Plan (Reuse Plan), as amended in 1997, to establish a plan for the reuse and redevelopment of the entire former NAS Alameda, including the property west of Main Street commonly referred to as Alameda Point, in a manner that would allow for the replacement of the lost jobs, including 5.5 million square feet of non-residential development and a limited number of housing units (1,425 units); and

WHEREAS, in 2003 the City adopted a General Plan Amendment for Alameda Point, which added Chapter 9 (Alameda Point) to the General Plan, in order to implement the community's vision for the reuse of Alameda Point consistent with the goals of the Reuse Plan and other City of Alameda policy documents; and

WHEREAS, Chapter 9 of the General Plan establishes a buildout capacity of 2.3 million square feet of non-residential development and 1,923 residential units at Alameda Point; and

WHEREAS, the City is currently leasing approximately 2 million square feet of buildings at Alameda Point before any new development has occurred and those buildings have resulted in approximately 1,000 new jobs at Alameda Point since its closure; and

WHEREAS, it is necessary to amend the General Plan as part of the Alameda Point Project to plan for additional adaptive reuse and new construction of non-residential development and to reduce the number of housing units in order to be consistent with not only the goals, but also the development envelope, contained in the approved Reuse Plan;

WHEREAS, the City has prepared a Master Infrastructure Plan for Alameda Point ("MIP"), which is also part of the Alameda Point Project, that proposes changes to four figures in the City's Transportation Element consistent with the transit-oriented and pedestrian and bicycle-friendly policies contained in the General Plan and Reuse Plan; and

WHEREAS, this General Plan Amendment will have a favorable effect on the general welfare of the community and is in the public interest as it would help facilitate the development of a former military site with a mix of uses; and

WHEREAS, the proposed General Plan Amendment provides for continuing internal consistency between each of the General Plan's elements; and

WHEREAS, the Alameda Point Project (including this General Plan Amendment) is fully described and analyzed in the September 2013 Draft Environmental Impact Report (State Clearinghouse No. 2013012043), as amended by text revisions in Chapter 6 of the December 2013 Response To Comments on the Draft EIR (collectively, the Final EIR); and

WHEREAS, the Final EIR was presented to the Planning Board on January 13, 2014; and

WHEREAS, the Planning Board has recommended that the City Council certify that the Final EIR has been completed in compliance with the California Environmental Quality Act ("CEQA"), Public Resources Code section 21000 et seq., and reflects the independent judgment of the City, and has recommended that the City Council adopting findings and a Statement of Overriding Considerations for the Project, and adopt and incorporate into the Project all of the mitigation measures for the Project that are within the responsibility and jurisdiction of the City that are identified in the Findings; and

WHEREAS, on January 13, 2014, the Planning Board held a public hearing on this project and examined pertinent maps, drawings, and documents in connection with the project;

THEREFORE BE IT RESOLVED that the Planning Board of the City of Alameda recommends that the City Council approve the General Plan Amendment to amend General Plan Land Use Element and Alameda Point Element Table 2-7 as shown in Exhibit A and to amend the General Plan Transportation Element figures as shown in Exhibit B.

BE IT FURTHER RESOLVED that the Planning Board further recommends that the City Council find that the proposed Alameda Point Project necessitates amendments to the General Plan in the following areas:

Exhibit 2
Item 7-B 1/13/14
Planning Board Mtg.

1. Amendments to the General Plan Land Use Element Table 2-7 and Alameda Point Element Table 2-7 are necessary in order to make the number of housing units and amount of non-residential square footage consistent with the development envelope contained in the approved Reuse Plan for Alameda Point.
2. Amendments to the General Plan Transportation Element figures are necessary in order to support a transit-oriented and bicycle and pedestrian-friendly development at Alameda Point and to ensure consistency between the General Plan Transportation Element and the MIP.

Exhibit A: Amendment to Table 2-7

Existing Land Use Element Table 2-7 and existing Alameda Point Element Table 2-7 shall be replaced with Revised Table 2-7.

EXISTING TABLE 2-7: ALAMEDA POINT BUILDOUT, 2000-2020

<i>LAND USE CATEGORIES</i>	<i>UNITS</i>	<i>CIVIC CORE (AP1)</i>	<i>INNER HARBOR (AP2)</i>	<i>MARINA (AP3)</i>	<i>WEST NEIGHBOR- HOODS</i>	<i>NW TERRITORIES</i>	<i>ALAMEDA POINT TOTAL</i>
LT. INDUSTRY/BUSINESS PARK/OFFICE	SQ. FT.	740,000	400,000	0	0	0	1,140,000
INDUSTRIAL/WAREHOUSING	SQ. FT.	277,500	76,500	76,500	0	0	430,500
MARINA-RELATED INDUSTRY	SQ. FT.	0	0	44,250	0	0	44,250
CIVIC/INSTITUTIONAL BUILDINGS	SQ. FT.	100,000	0	0	30,000	0	130,000
COMMERCIAL	SQ. FT.	52,000	0	0	52,000	0	104,000
VISITOR-SERVING RECREATION/COMMERCIAL	SQ. FT.	0	0	130,000	0	0	130,000
GOLF CLUBHOUSE/CONFERENCE FACILITIES	SQ. FT.	0	0	0	0	26,000	26,000
SPORTS COMPLEX	ACRE S	40	0	0	0	17	57
GOLF COURSE	ACRE S	0	0	0	0	214	214
MARINA SLIPS	SLIPS	0	0	530	0	0	530
LIVE ABOARDS	SLIPS	0	0	53	0	0	53
LOW DENSITY RESIDENTIAL	UNITS	0	0	0	50	0	50
MEDIUM DENSITY RESIDENTIAL	UNITS	8632	0	525	490	0	1,878
HOTEL/CONFERENCE CENTER	ROOM S	0	0	300	0	300	600

1. Does not include square footage for Alameda Unified School District. 2. Does not include 210 units of senior housing to be provided in the former Bachelor Officers Quarters. NOTE: This table represents the maximum build-out for Alameda Point. While development intensities have been assigned to each Planning Area, the development increments can be moved from one Planning Area to another to optimize development opportunities.

REVISED TABLE 2-7: ALAMEDA POINT BUILDOUT, 2014-2039

<u>Land Use Categories</u>	<u>Units</u>	<u>Civic Core</u>	<u>Inner Harbor</u>	<u>Marina</u>	<u>West neighbor- hoods</u>	<u>NW Territories</u>	<u>Alameda Point Total</u>
<u>Office/Business Park/Institutional</u>	<u>sq.ft.</u>	<u>537,500</u>	<u>800,000</u>	<u>290,000</u>	<u>0</u>	<u>0</u>	<u>1,627,500</u>
<u>Manufacturing/Warehouse</u>	<u>sq.ft.</u>	<u>1,907,000</u>	<u>560,000</u>	<u>593,500</u>	<u>0</u>	<u>0</u>	<u>3,060,500</u>
<u>Retail/Commercial Service</u>	<u>sq.ft.</u>	<u>628,500</u>	<u>100,000</u>	<u>83,500</u>	<u>0</u>	<u>0</u>	<u>812,000</u>
<u>Parks and Open Space</u>	<u>acres</u>	<u>52</u>	<u>24</u>	<u>--</u>	<u>--</u>	<u>174</u>	<u>250</u>
<u>Marina Slips</u>	<u>slips</u>	<u>0</u>	<u>0</u>	<u>530</u>	<u>0</u>	<u>0</u>	<u>530</u>
<u>Residential</u>	<u>units</u>	<u>680</u>	<u>0</u>	<u>27</u>	<u>718</u>	<u>0</u>	<u>1,425</u>

Note: This table represents the maximum build-out for Alameda Point. While development intensities have been assigned to each Planning Area, the development increments can be moved from one Planning Area to another to optimize development opportunities. Additional square footage may be added to a Land Use Category provided that a reduction in the authorized amount of another Land Use Category is made so that no new or substantially more severe environmental impacts (including traffic impacts) would result from the change.

Exhibit B: Amendment to Transportation Element Figures

The Street Classification figure below from page 19 of the Transportation Element shall be modified west of Main Street to reflect Figure 22 below.

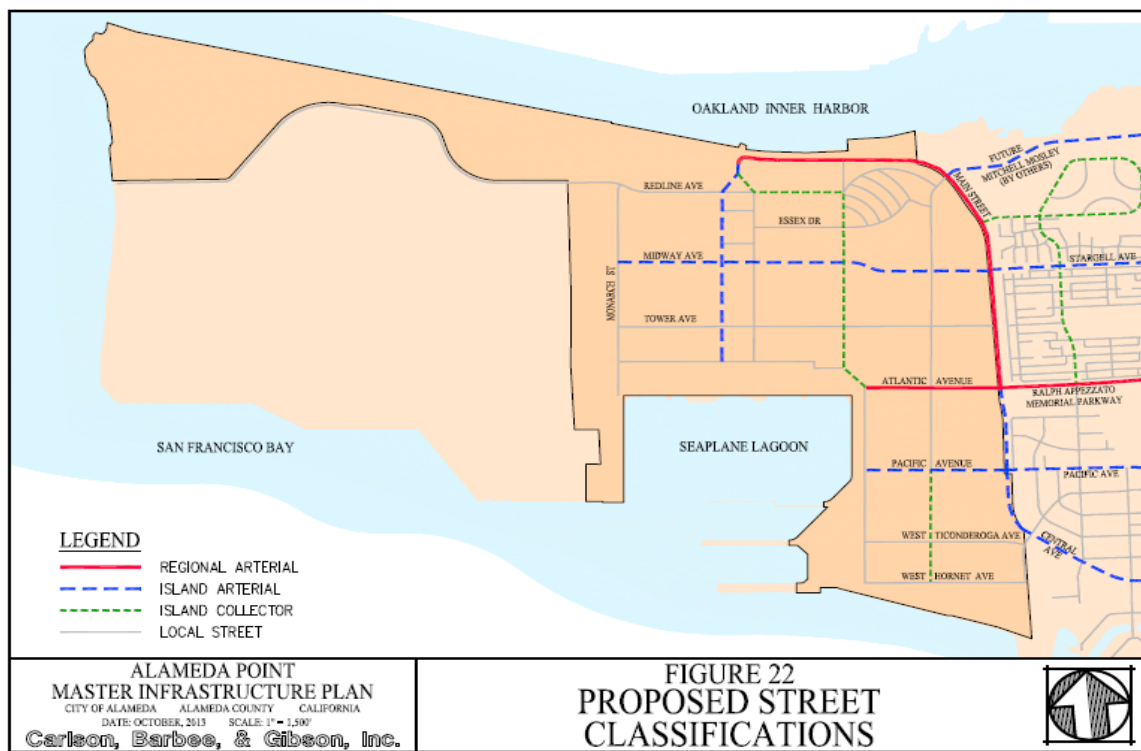


Exhibit 2
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Planning Board Mtg.

The Transit Priority Streets on page 34 of the Transportation Element shall be modified west of Main Street to reflect Figure 27.

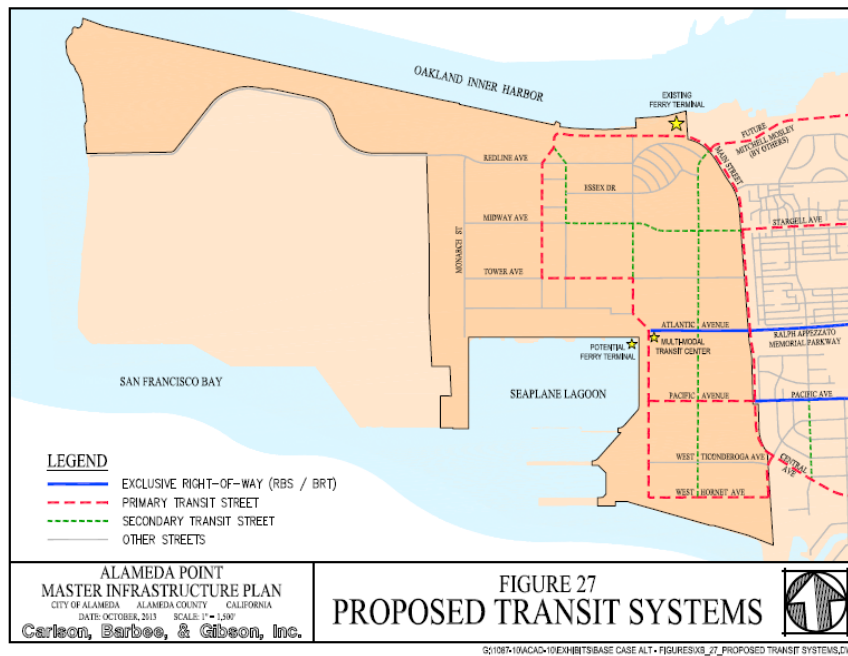


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The Street Classification Bicycle Facilities figure below from page 35 of the Transportation Element shall be modified west of Main Street to reflect Figure 25.

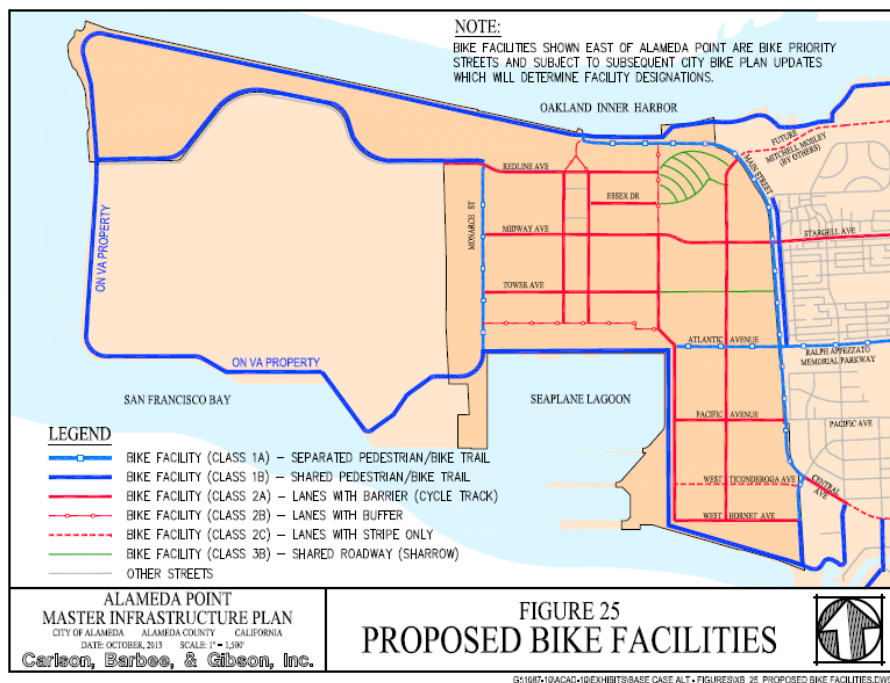


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The Truck Route figure below from page 36 of the Transportation Element shall be modified west of Main Street to reflect Figure 26.

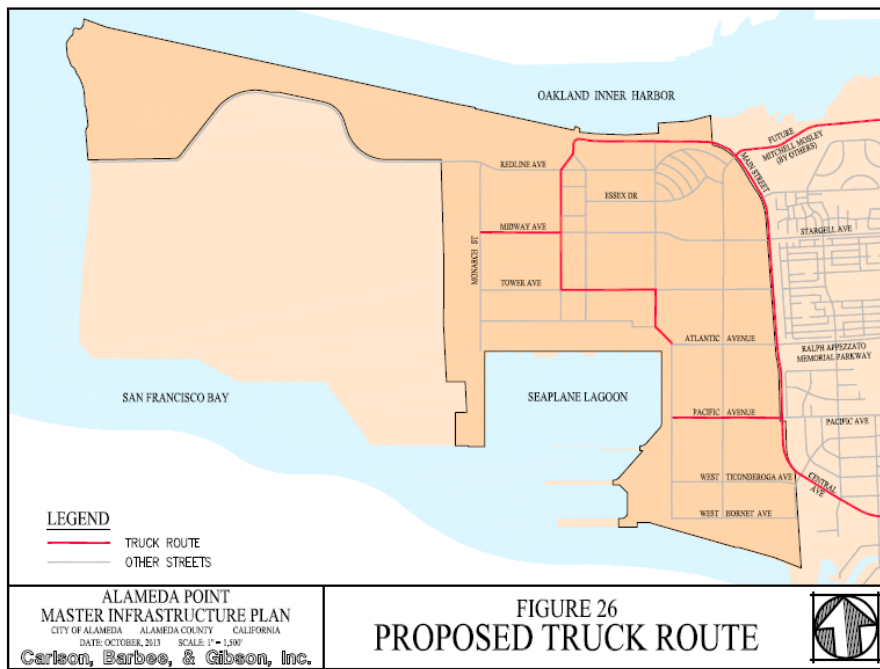


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I, the undersigned, hereby certify that the foregoing Resolution was duly and regularly adopted and passed by the Planning Board of the City of Alameda during the Regular Meeting of the Planning Board on the 13th day of January, 2014, by the following vote to wit:

AYES: ()

NOES: ()

ABSENT: ()

ATTEST:

Andrew Thomas, Secretary
City of Alameda Planning Board

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